RAPID EYE INDUSTRY DAY – Q & A
July 25, 2007

All answers are tentative. The published BAA supersedes any answers given below.

BAA Requirements

Q1. Your CONOPS seems to be based on a need for station keeping over a known target. Do you anticipate any requirement for searching or following or repositioning once in flight? Is there a coverage footprint you have envisioned?

A1. The loiter speed requirement is based upon the speed necessary to remain on station against prevailing winds at that altitude. The capability to reposition once deployed, which would require a higher speed, is desirable, but not a specific requirement. The coverage footprint will be determined by the military utility trade studies conducted during Phase I of the program.

Q2. Is the 5kW for the payload? Is it constant or intermittent?

A2. The 5kW is for the aircraft payload and is the average power requirement.

Q3. What is meant by the statement that "limited fairing changes will be allowed"? Does this refer to changes in the OML or to the actual fairing structure?

A3. DARPA desires a capability that can be launched with minimal modification to the proposed launch system. DARPA will consider proposals that require minor modifications to existing fairing systems (including changes that alter the fairing OML). It is up to the bidder to provide the analysis to support the assertion that the additional cost of changing the fairing (including flight qualification of the modifications) versus the added capability of the system will provide the best value to the Government.

Q4. What is the difference in operational utility from 65,000 ft versus 100,000 ft?

A4. Higher altitudes bring two main benefits. A longer horizon can be viewed from higher altitudes which impacts communications and area of regard. Along with speed and mission planning, altitude is also a survivability consideration.

Q5. What concerns do you have regarding a low observable approach?

A5. For purposes of this BAA, the survivability aspects to the military utility analysis will be evaluated as a combination of altitude, speed, and mission planning.

Q6. Do you have information about the perceived threat environment that you will share with us?

A6. DARPA will not be providing threat information at this time. Examination of the threat environment will be part of the military utility study undertaken during the Phase I effort. As stated above, for the purposes of this BAA, survivability will be evaluated as a combination of altitude, speed, and mission planning.

Programmatics

Q8. Will you accept multiple proposals for Phase I?

A8. Yes

Funding

Q11. Do you have a funding profile that you can share with us?

A11. No. Potential bidders should propose costs that are in line with the level of effort that they believe is necessary to successfully develop their concept.

Contracting

Q12. Will there be any small business incentives?

A12. Historically Black Colleges and Universities (HBCUs), Small Businesses, Small Disadvantaged Businesses and Minority Institutions (MIs) are encouraged to submit proposals and join others in submitting proposals; however, no portion of this announcement will be set aside for these organizations' participation, due to the impracticality of reserving discrete or severable areas of this research for exclusive competition among these entities.

Teaming

Q13. Will a website be established for teaming arrangements where companies who are looking to team can post their expertise and contact info?

A13. No. In the Industry Day Announcement attendees were encouraged to bring materials to assist in developing teaming arrangements during the networking session at the end of the Government briefings.

Q14. Who is the contact at Lawrence Livermore National Laboratory regarding the LiH propulsion technology?

A14. Charles Bennett, bennett2@llnl.gov, 925-423-6131